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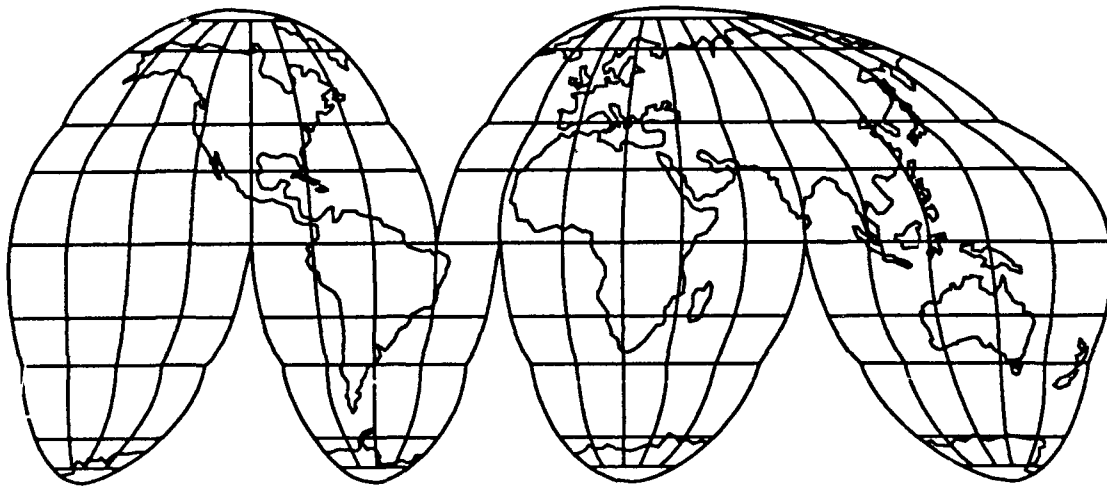


U.S. Department of Transportation
Federal Aviation Administration

Office of Civil Aviation Security

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Criminal Acts Against Civil Aviation



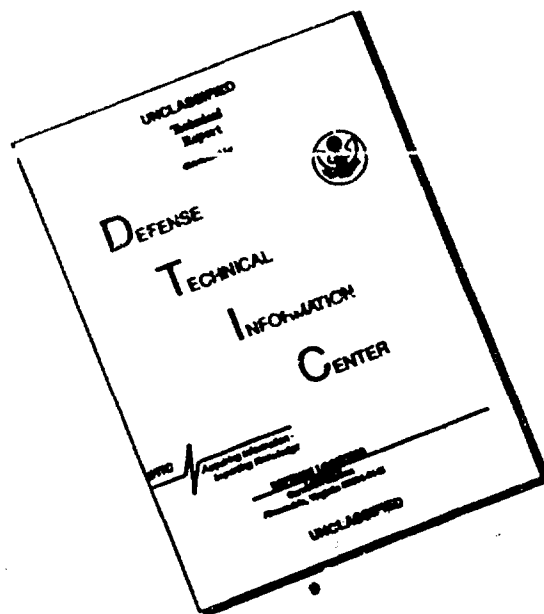
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Introduction

The Federal Aviation Administration maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil aviation worldwide. These records include actual and attempted hijackings; explosions aboard aircraft, at airports, and at airline offices; and other selected criminal acts against civil aviation. These offenses represent serious threats to the safety of civil aviation and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking incidents are viewed within the context of the Federal criminal statute (49 USC 1472 (b)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any form of intimidation, and with wrongful intent, of any aircraft. There is no attempt made in this report to differentiate between an act of air piracy and an attempted act of air piracy.

The information contained in this publication is derived from a variety of sources; however, in many cases specific details of a particular incident may not be available, especially those occurring outside the United States. While the Federal Aviation Administration makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some incidents cited in this publication.

This edition summarizes events which occurred during 1990 and places events in perspective within a 5-year period.



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Highlights

Civil aviation in 1990, as in previous years, was an attractive target to persons motivated by terrorist or other criminal intentions.

Significantly more hijackings occurred in 1990 than in 1989 or recent previous years. This is the result of a sizeable number of hijackings in the Soviet Union. There was also an increase in the number of attacks against civil aviation facilities, such as airports and ticket offices, during 1990, but fewer bomb threats against U.S. aircraft and airports were reported. A notable difference between 1990 and previous years is that in 1990 there were no explosions aboard civil aviation aircraft that were caused by improvised explosive devices (IED). An explosive device was discovered aboard a Japanese aircraft, however, and removed before the aircraft departed.

Forty-three hijackings of scheduled air carrier aircraft worldwide were reported during 1990. Four of these involved U.S. registered aircraft and 39 involved foreign registered aircraft, of which 27 were Soviet aircraft. As in previous years, most hijackings were committed by persons either seeking political asylum or fleeing from criminal prosecution. None of the hijackings in 1990, as in 1989, were terrorist related.

Eight bombing attacks and five other incidents involving civil aviation related facilities and assets occurred during 1990. Some of these were committed by terrorist groups.

Despite threats against U.S. interests by Iraq during the military buildup which preceded the Gulf War, there were no successful attacks against civil aviation during 1990 by either Iraq or Iraqi-sponsored groups. Much of the credit for this successful anti-terrorist effort is due to the additional security measures taken by foreign governments to prevent known or suspected terrorist entities from attacking U.S. interests in their respective countries. These security measures continued to be enhanced through the end of 1990.

Explosive Attacks Against Civil Aviation

■ Overview

As in previous years, attacks involving the use of explosives against civil aviation targets occurred in 1990. These incidents included attacks against aviation related facilities, such as airports and ticket offices, and one failed attempted bombing of a civil aviation aircraft. Unlike previous years, there were no successful bombings of civil aviation aircraft in 1990.

■ Attempted Aircraft Bombings

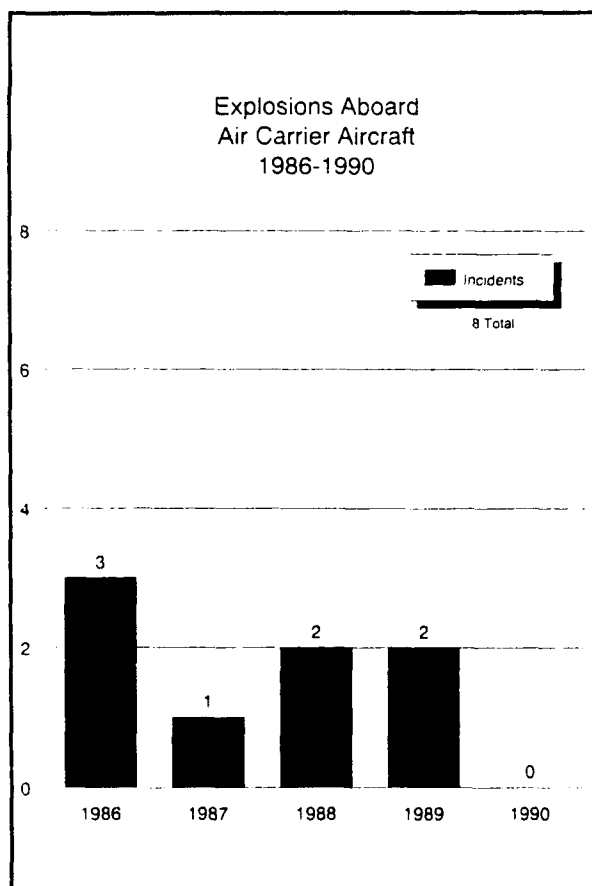
The one attempted bombing of a civil aviation aircraft in 1990 involved possible gang related violence. On October 3, a known Okinawan gangster attempted to place a home-made improvised explosive device (IED) aboard an All Nippon Airways flight from Naha, Okinawa, to Tokyo, Japan. The IED was discovered after the individual was arrested at the Naha Airport on an unrelated charge. The flight was completed without incident.

■ Explosive Attacks Against Airports and Airline Ticket Offices

Eight incidents involving the use of explosives against airline related facilities occurred in 1990. Five of the incidents occurred at airports in Pakistan, Peru, and Poland; airline offices were targeted in Poland, The Netherlands, and Turkey.

Two of the airport attacks occurred on the same day, January 18, at the Peshawar and Islamabad international airports. A low-yield device detonated in Peshawar, followed by the explosion of a car bomb in a parking area of the Islamabad airport. Two other attacks occurred during July at or near the Jorge Chavez International Airport in Lima, Peru. In one incident, a small dynamite charge exploded under an automobile in a parking area near the main terminal. The second incident involved the use of dynamite charges to destroy a landing beacon located several kilometers from the airport. The fifth airport attack occurred in Poland. In November, an IED was found on the roof of a preboarding lounge at the Warsaw airport.

An explosive device detonated next to the El Al Ticket Office in Istanbul, Turkey, in May.



The attack was claimed on behalf of the Armed People's Unit. Two other attacks against aviation facilities occurred in June. An IED exploded in Amsterdam, The Netherlands, outside of a building housing the Iberian Airlines Office, in an attack that was claimed by the Spanish terrorist group, Basque Fatherland and Freedom (ETA), and a home-made explosive device was thrown near a Polish Airlines ticket counter in Gdansk.

■ Bomb Threats

Bomb threats are often intended to disrupt civil aviation operations. The FAA receives and maintains records concerning bomb threats involving U.S. air carriers and U.S. airports. Data is not received or maintained concerning incidents of this type outside the United States.

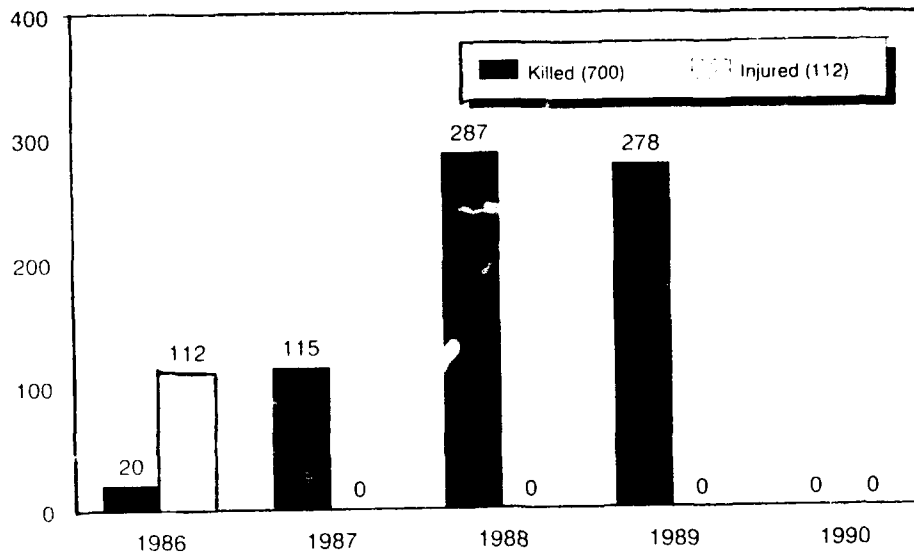
In 1990, 786 bomb threats against civil aviation were reported to FAA.

Bombing Attacks Against Airports and Airline Ticket Offices¹ 1990

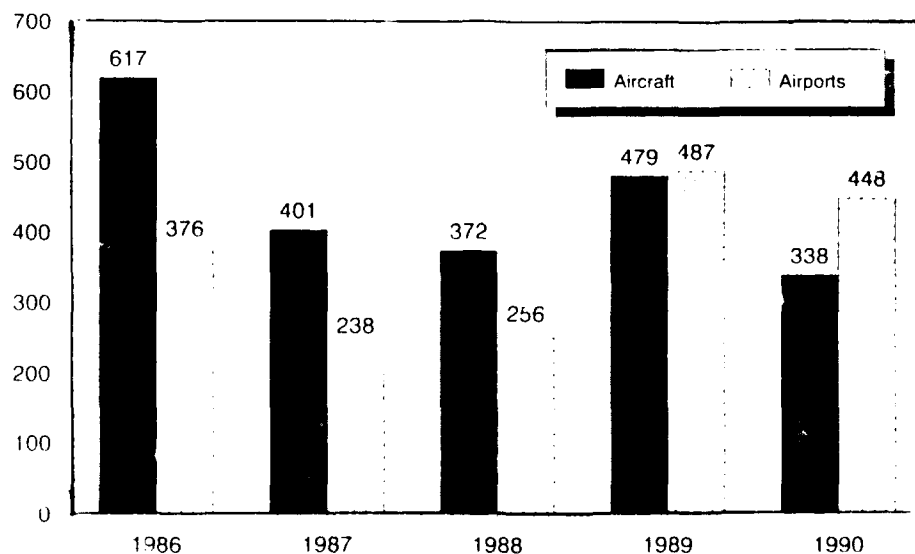
	<i>Airports</i>	<i>Ticket Offices</i>
U.S. and Canada	0	0
Latin Am/Caribbean	2	0
Europe/Middle East	1	3
Africa	0	0
Asia	2	0
Far East	0	0
Totals	5	3

¹ Includes explosions as well as incidents in which a device was capable of exploding was found but where no explosion occurred

Casualties Caused By Explosions Aboard Air Carrier Aircraft 1986-1990



Bomb Threats Against U.S. Aircraft and Airports 1986-1990



Air Carrier Hijackings Worldwide

During 1990, there were 43 aircraft hijackings worldwide. This is a dramatic increase over each of the previous years (15 in 1988 and 16 in 1989) and nearly equals the combined number of aircraft hijackings (44) that occurred between 1987 and 1989. Four of the aircraft hijackings in 1990 involved U.S. registered aircraft, and 39 were foreign-registered. More than half of the 1990 hijack-

There were 134 persons killed and more than 50 injured as a result of aircraft hijackings worldwide during 1990. These casualty figures are significantly higher than during each of the past several years, and the number of fatalities in 1990 is greater than that of the past four years combined. The largest number of hijacking related casualties in 1990 occurred on October 2, when an airliner belonging to Xiamen Airlines, a subsidiary of the Civil Aviation Administration of China, was hijacked and crashed upon landing in Guangzhou, the People's Republic of China. The hijacked plane veered out of control as it was landing and struck two other aircraft. One hundred and twenty-eight persons died and approximately 53 others were injured in this incident. The six other deaths resulting from hijackings in 1990 were those of hijackers killed by aircraft security forces.

Air Carrier Hijackings-Worldwide			
Year	U.S. Registered	Foreign Registered	Total
1986	4	9	13
1987	4	9	13
1988	2	13	15
1989	2	14	16
1990	4	39	43
Totals	16	84	100

ing incidents (27) occurred in the Soviet Union and involved Soviet commercial aircraft. There were 13 non-Soviet, foreign-registered aircraft hijackings in 1990. This figure compares favorably to previous years' statistics of 11 in 1988 and 10 in 1989.

None of the hijackings in 1990 are known to have occurred for terrorist purposes; rather, they were committed by persons with either political or criminal intentions. Hijackers having such motivations have been extremely difficult to counter because they do not conform to any established behavioral patterns.

■ U.S. Air Carrier Hijackings

There were four hijackings involving U.S. air carrier aircraft during 1990. None were committed for terrorist purposes. The last U.S. carrier to have been involved in a terrorist related hijacking incident was in 1986 when Pan Am Flight 73 was commandeered in Karachi, Pakistan.

In one incident during 1990, an American West Airlines flight with 34 passengers was hijacked by a man demanding to be flown to Cuba and claiming to have a bomb. The plane landed in Austin, Texas, and the hijacker was overpowered and arrested by local authorities.

On January 18, a male passenger caused United Airlines Flight 705, en route from San Francisco, California, to Seattle, Washington, to divert to Vancouver, British Columbia, Canada, by threatening to detonate a bomb. The flight had been delayed in landing at Seattle-Tacoma International Airport because of

inclement weather. The passenger apparently was upset at this delay. He claimed his cellular telephone was a bomb and demanded that the plane land. The pilot diverted to Vancouver, where the passenger was arrested by the Royal Canadian Mounted Police.

On April 2, a gunman seized American Airlines Flight 658 at Port-au-Prince International Airport in Haiti. At the time, the aircraft was being prepared for a flight to New York's JFK International Airport, and no passengers were aboard. The gunman, who was a member of the Haitian airport security contingent, demanded to be flown to the United States. The incident continued until approximately 2 A.M. on April 5, when the hijacker, after indicating a desire to negotiate, left the aircraft and disappeared into the darkness.

On August 20, a man entered the terminal building at the Charleston, South Carolina, International Airport, stole a knife from the food service area, and ran into a sterile area via a passenger exit lane. At a gate counter, he forced the pilot of an American Airlines flight to the jetway door at knifepoint and demanded

Weapon Types Used by Hijackers of U.S. Air Carriers Who Went Through Preboard Screening, 1986-1990

Type of Weapon	Actual Weapon	Alleged (or fake)	Total
Explosives	0	4	4
Incendiaries	0	1	1
Firearms	0	2	2
Knives	1	0	1
Totals	1	7	8

that it be opened. As police approached, the pilot escaped and the man was arrested.

Two of these hijackings were committed by persons who went through preboard screening procedures; however, in neither incident did the hijacker carry an actual weapon. Between 1986 and 1990, seven of 15 hijackings of U.S. air carriers were committed by persons who had gone through preboard screening procedures. In only one instance was an actual weapon—a knife—used.

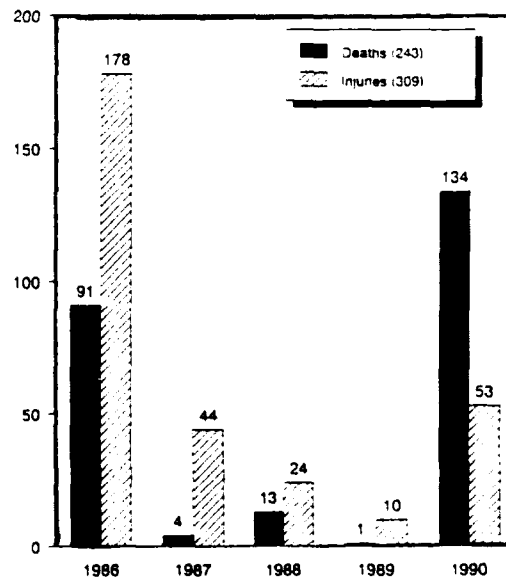
Weapons Used by Hijackers of U.S. Carriers 1986-1990

Type of Weapon	Actual Weapon	Alleged ² (or fake)	Total
Explosives	1	5	6
Incendiaries	0	2	2
Firearms	6	3	9
Knives	2	0	2
Totals	9	10	19³

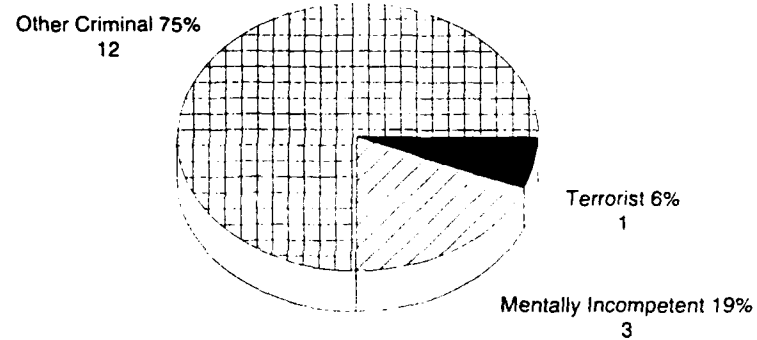
² When no weapon was actually seen, or its authenticity could not be established, the weapon is categorized as "alleged."

³ The total number of times each weapon was used does not correspond to the total number of hijackings (15) as multiple weapon types were claimed in some incidents.

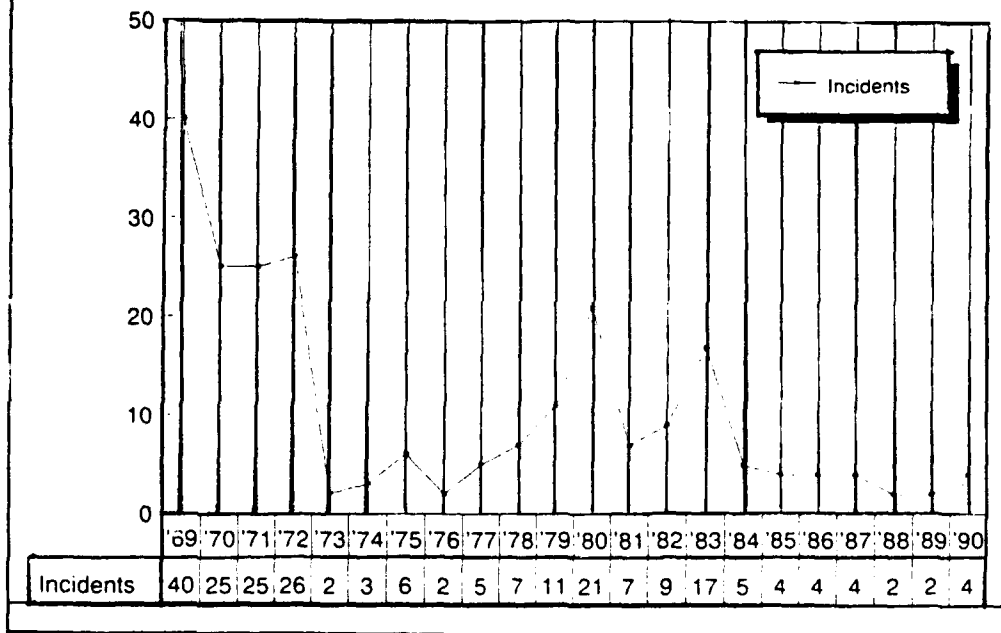
Hijack-Related Casualties 1986-1990



Motives of Hijackers of U.S. Air Carriers 1986-1990



U.S. Registered Air Carrier Hijackings 1969-1990



Locations of Hijackings of U.S. Air Carriers 1986–1990

Within the United States and Its Territories (12)



Puerto Rico—1
St. Croix, U.S.V.I.—1

Foreign Locations (4)

Port-au-Prince—(1988–1990)
Karachi, Pakistan—(1986)

■ Foreign Air Carrier Hijackings

Of the 39 foreign-registered air carrier hijackings reported during 1990, 38 involved civil aviation aircraft. In addition, a Somali military aircraft, used for regional flights to supplement civil aviation aircraft, was hijacked with civilian and military passengers. These 39 hijackings surpass the total number of foreign air carrier hijackings (36) that occurred between 1987 and 1989. Of the 39 hijackings in 1990, nearly 70% involved Soviet commercial aircraft.

There were 27 Soviet aircraft hijacked in 1990, eight of which diverted from Soviet airspace to nearby countries. Other foreign air carrier hijackings in 1990 occurred in the following geographical locations: South America and Latin America (4), Far East (2), Middle East (1), Southeast Asia (2), and Africa (3).

■ General Aviation Hijackings

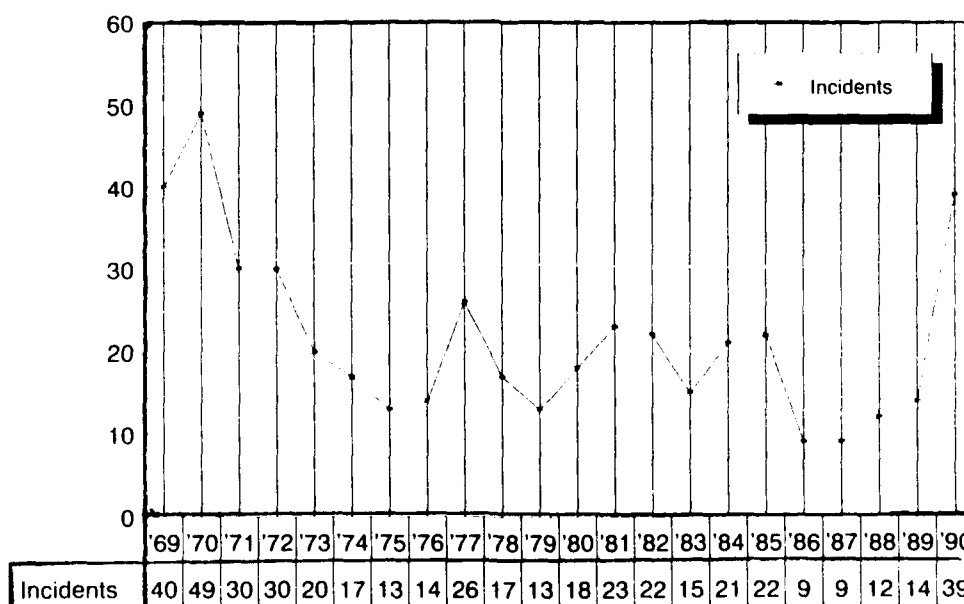
There were three hijackings of general aviation aircraft during 1990. None of these involved U.S. based aircraft. Details of these incidents are provided in Appendix D.

Five Year Summary¹

	1986	1987	1988	1989	1990	Total
U.S.	1	2	0	2	0	5
Foreign	6	4	2	1	3	16
Totals	7	6	2	3	3	21

¹ Normally, general aviation operators and aircraft are not subject to the same security regulations as are scheduled air carriers. Under U.S. regulations no preboard passenger screening is required unless the operator or passengers of a general aviation aircraft deplane into the sterile system of an airport servicing scheduled air carrier aircraft.

Foreign-Registered Air Carrier Hijackings 1969-1990



Five Year Summary

	<i>1986</i>	<i>1987</i>	<i>1988</i>	<i>1989</i>	<i>1990</i>	<i>Total</i>
Eastern Europe	2	2	2	5	27	38
Western Europe	1	2	0	1	0	4
Middle East	3	2	2	1	1	9
Latin America	1	1	4	2	5	13
South and Southeast Asia	1	1	2	1	2	7
Far East	0	0	2	2	2	6
Africa	0	0	1	2	3	6
North America	1	1	0	0	3	5
<i>Totals</i>	<i>9</i>	<i>9</i>	<i>13</i>	<i>14</i>	<i>43</i>	<i>88</i>

■ Incidents Involving Civil Aviation Related Facilities And Assets

During 1990, as in previous years, a number of criminal acts were committed involving civil aviation related facilities and assets. These include several categories of incidents, such as attacks not utilizing explosives and acts in which the civil aviation interest was not the specific target. Five incidents of this type were reported in 1990.

One of the 1990 incidents appears to have been terrorist related: the Colombian group, Revolutionary Armed Forces of Colombia (FARC) committed an attack at a domestic airport in December, setting fire to and destroying a 19-seat airliner.

Two other incidents also occurred in Colombia, when leftist Colombian presidential candidates were assassinated in separate incidents in March and April. These appear to have been politically-motivated rather than terrorist-motivated crimes. In March, a leftist leader was killed in a machine gun attack at Bogota's El Dorado Airport, and in April, a

former guerrilla leader was assassinated aboard an Avianca airliner during a domestic flight. Both assassinations were believed to have been committed by persons having ties to the Colombian drug cartel.

Of the two remaining incidents in 1990, one appears to have been criminally inspired, while the motivation behind the other is unknown. In August, a former employee of an airport service company entered the company's facilities at Washington, D.C.'s National Airport and held several other employees at gunpoint. He commandeered a fuel truck and tried to seize an airport shuttle bus before he was arrested by authorities. In the other incident, a female was arrested aboard a bus at a police roadblock near the Belfast, Ireland, International Airport. She had a bomb tied to her waist. The bus was bound for the airport; however, the intended target is not known.

These incidents are further described in Appendix D.

Crash Of Xiamen Airlines Flight

On October 2, 1990, Xiamen Airlines Flight 8301 was hijacked en route from Xiamen, Fujian Province, to Guangzhou, Guangdong Province, in the People's Republic of China. Upon landing at the Baiyun Airport in Guangzhou, the B-737 veered out of control. It first struck an empty China Southwest Airlines B-707 and then a loaded B-757 awaiting takeoff before bursting into flames. This crash resulted in the deaths of 128 persons, including 47 aboard the B-757, and approximately 53 others were injured. Among those killed was one of two U.S. citizens aboard the hijacked aircraft. Xiamen Airlines Company is a subsidiary of the state-owned Civil Aviation Administration of China (CAAC).

There are conflicting reports regarding the number of hijackers aboard the flight. It appears, however, that there was only one—a young Chinese male. There are also conflicting reports about an explosive device detonating aboard the flight. Initial reports indicated that a bomb had exploded aboard the aircraft during or prior to its landing, but there is no evidence to support this.

Shortly after the plane departed Xiamen, a hijacker forced his way into the cockpit. He threatened the crew with an explosive device (fake), which he claimed was comprised of 7 kilograms (15.4 pounds) of explosives, that was strapped to his waist. He demanded that the flight be diverted to Taiwan but was told there was insufficient fuel. He then ordered everyone but the pilot to leave the flight deck.

Chinese authorities granted the pilot permission to refuel at Hong Kong and continue on to Taiwan. The authorities also cleared the aircraft to land at any foreign or domestic airport, but the pilot decided to land at Baiyun Airport, the flight's intended destination.

The pilot and the hijacker were alone in the cockpit during the hijacking. Shouting and sounds of a struggle were heard from the flight deck as the plane was landing. The hijacker, upon realizing where the plane was landing, may have attacked the pilot causing him to lose control of the aircraft allowing it to veer off the runway and strike the other planes. The bodies of both the hijacker and pilot were found in the wreckage of the cockpit area.

The hijacked aircraft and the B-757 were both destroyed; the B-707 was severely damaged.

Soviet Hijackings

Between April 18, 1990, and December 24, 1990, Soviet civil aviation aircraft were involved in 27 in-flight hijacking incidents. These 27 hijackings compare to two hijackings of Soviet aircraft in 1988 and four in 1989. The motivation behind the 1990 hijackings, in most instances, was a desire to leave the Soviet Union.

All of the 1990 hijacking incidents involved aircraft flying domestic routes. Eight of the hijackings resulted in flights being diverted out of the U.S.S.R.: four aircraft landed in Helsinki, Finland; three landed in Stockholm, Sweden; and one landed in Karachi, Pakistan. All of the other hijacked aircraft landed in the U.S.S.R.

The destinations of those hijackers whose attempts to flee the U.S.S.R. failed were varied. Sweden was the intended destination seven times and Turkey four times. Western European nations were the stated preferences three times, and the United States, South Africa, Iraq, and Afghanistan each was a choice once. One hijacker did not seek to leave the U.S.S.R.; he demanded that his flight be diverted to Lithuania. In some instances the crew and/or passengers overpowered the hijacker and in others the crew disregarded the hijacker's demands.

Many of the hijackings involved one individual, usually a young adult Soviet male, who commandeered the aircraft by threatening to commit some action using a weapon or explosive. In most instances the hijacker was either bluffing or had fake or non-functioning devices. Several hijackers, however, had knives, and in one incident a group of prisoners overpowered their guards and took their weapons.

All of the hijackers who landed in the U.S.S.R. were arrested by Soviet authorities. The hijackers who diverted aircraft out of Soviet airspace were also arrested by the authorities of the country in which they landed. By the end of 1990, Finland had returned three of the four hijackers to the U.S.S.R. following denials of their requests for political asylum. The fate of the fourth hijacker had not been decided. Sweden also returned two of three hijackers. The third individual was tried and convicted in a Swedish Court and sentenced to four years imprisonment. A Soviet request for his extradition following the completion of his sentence has been refused.

Civil Aviation And The Terrorist Threat In Latin America

In spite of the historically low level of activity against air facilities, air carriers and passengers, civil aviation interests in Latin America remain vulnerable to terrorism, as evidenced by several aviation-related criminal incidents in 1990. In Colombia, for example, two political figures were assassinated, one at the international airport and the other aboard an Avianca flight departing from Bogota. A Colombian guerrilla group attacked an airport and set an airliner on fire during an insurgent campaign last December. In Peru, two bombings occurred at the Lima international airport causing structural and property damage, and in El Salvador, insurgent attacks against the military section of the international airport place the civil air section at increased risk.

The overall high threat environment in certain Latin American countries, namely El Salvador, Honduras, Colombia, and Peru, increases the potential risk to civil aviation in these areas. Indigenous insurgent/terrorist groups have traditionally targeted domestic and U.S. (private, military, religious, business, diplomatic) interests. A recent upsurge in terrorist violence in Chile also warrants increased concern for U.S. personnel and facilities in that country.

In El Salvador, insurgent capabilities include bombs, rockets, small arms, mortars, and surface-to-air missiles. Although not specifically directed against civilian targets, attacks using such weaponry have caused loss of life and property destruction, largely because of the indiscriminate nature of these attacks. Honduran terrorists have been responsible for drive-by shootings, bomb-throwings, and ambushes. In Colombia, major guerrilla groups are capable of conducting bombings, kidnappings, and assassinations; narcotics traffickers, who also use terrorist tactics, have demonstrated a high level of operational sophistication and deceptiveness. In Peru, insurgents have stand-off capabilities and are getting increasingly bold in both rural and urban areas.

While a sudden reversal of a long-time trend of little terrorist activity directed against civil aviation in Latin America is unlikely, the potential threat against airport facilities and air carriers should not be discounted. Aircraft and airports remain attractive targets to both terrorists and criminals.

Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1986–1990

Date	Carrier	Type	Flight Plan	No. of Hi- jackers	How Boarded Aircraft?	Weapon Type	Weapon Status	Destination /Objective
02-05-86	Delta	L-1011	Ft. Lauderdale, FL/Dallas, TX	1 Male	Screened	Knife	Real	Police protection
03-14-86	Delta	DC-9	Daytona Beach, FL/ Atlanta, GA	1 Male	Assaulted Aircraft	Gun	Real	Suicide
05-02-86	Horizon	SA-227	Eugene/ Portland, OR	1 Male	Assaulted Aircraft	Incendiary Gun	Alleged	Phoenix
09-05-86	Pan Am	B-747	Karachi, Pakistan/ Frankfurt, FRG	4 Male	Assaulted Aircraft	Explosive Gun	Real	Cyprus/ Prisoner release
01-05-87	Delta	N/A	Dallas, TX	1 Male	Assaulted Aircraft	Gun	Real	Egypt
01-10-87	New York Air	DC-9	Newark, NJ/ Wash., DC	1 Male	Screened	Incendiary	Alleged	Speak with officials
03-07-87	Alaska	B-727	Seattle, WA/ Anchorage, AK	1 Male	Screened	Gun	Alleged	Cuba
06-05-87	Virgin Islands Seaplane	Grumman	St. Croix, V.I./ San Juan, PR	1 Male	Passengers not screened	Explosive	Real	Cuba
10-01-88	American	A-300	Port-au-Prince, Haiti/ New York, NY	3 Male	Assaulted Aircraft	Gun	Real	United States/ Political asylum
12-11-88	TWA	B-727	San Juan, PR/ Miami, FL	1 Male	Screened	Explosive	Alleged	Cuba
04-10-89	Mission Aviation	Cessna 402C	Cap-Haitien, Haiti/ Ft. Lauderdale, FL	2 Male	Assaulted Aircraft	Guns	Real	Miami/ Speak with President
05-27-89	American	B-727	Dallas, TX/ Miami, FL	1 Male	Screened	Explosive Gun	Fake Fake	Cuba

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>No. of HI- jackers</i>	<i>How Boarded Aircraft?</i>	<i>Weapon Type</i>	<i>Weapon Status</i>	<i>Destination /Objective</i>
01-16-90	America West	B-737	Houston, TX/ Las Vegas, NV	1 Male	Screened	Explosive	Fake	Cuba
01-18-90	United	N/A	San Francisco, CA/ Seattle, WA	1 Male	Screened	Explosive	Fake	Vancouver Canada
04-02-90	American	A-300	Port-au-Prince, Haiti/ New York, NY	1 Male	Assaulted Aircraft	Gun Explosive	Real Fake	New York Political Asylum
08-20-90	American	N/A	Charleston, SC	1 Male	Assaulted Aircraft	Knife	Real	Unknown

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1986-1990

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
05-03-86	China Airlines (ROC)	B-747	Bangkok, Thailand/ Hong Kong	People's Republic of China/Political asylum
05-20-86	Finn Air	DC-9	Oulu/Helsinki, Finland	Public statement
05-23-86	Swiss Air	DC-10	Chicago, IL/ Zurich, Switzerland	Switzerland/Produce movies
06-07-86	Aeronica	B-727	Managua, Nicaragua/ San Salvador, El Salvador	El Salvador/United States
07-05-86	Sudan Airways	B-707	Baghdad, Iraq/ Khartoum, Sudan	Israel
08-28-86	LOT	TU-134	Wroclaw/Warsaw, Poland	Unknown
09-20-86	Aeroflot	TU-134	Kiev/Ufa/ Nizhnevartovsk, USSR	Escape police custody
11-10-86	Iran Air	A-300	Tehran/Tabriz, Iran	Unknown
12-25-86	Iraqi Airways	B-737	Baghdad, Iraq/ Amman, Jordan	Unknown
03-10-87	Cubana Airlines	AN-24	Havana/ Nueva Gerona, Cuba	United States
05-05-87	Iran Air	Unknown	Shiraz/Tehran, Iran	Unknown
05-15-87	N/A	N/A	Warsaw, Poland	West Berlin/Political asylum
05-19-87	Air New Zealand	B-747	Nadi, Fiji	Libya
07-24-87	Air Afrique	DC-10	Brazzaville, Congo/ Paris, France	Beirut/Prisoner release
09-08-87	LOT	Unknown	Warsaw, Poland/ Athens, Greece	Unknown
11-06-87	Air Canada	B-767	San Francisco, CA/ Toronto, Ont.	London/Ireland
12-23-87	KLM	B-737	Amsterdam, Neth./ Milan, Italy	United States/Extortion
12-25-87	Iranian Airliner	Unknown	Tehran/Mashad, Iran	Unknown

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
01-04-88	Aeromexico	DC-9	Juarez/Mexico City, Mexico	Brownsville, TX
01-05-88	Iran Air	Unknown	Tehran/Mashad, Iran	Unknown
02-10-88	Air Tanzania	B-737	Dar es Salaam/ Kilimanjaro, Tanzania	London/Restoration of political figure
02-22-88	China Airlines (ROC)	B-737	Taipei/Kaohsiung, ROC	People's Republic of China
03-08-88	Aeroflot	TU-154	Irkutsk/Leningrad, USSR	London
03-12-88	Pakistan International Airlines	A-300	Karachi/ Quetta, Pakistan	India or Afghanistan
04-05-88	Kuwait Airways	B-747	Bangkok, Thailand/Kuwait	Mashad, Iran/Prisoner release
05-12-88	CAAC (PRC)	B-737	Xiamen/Guangzhou, PRC	Republic of China/Political asylum
05-23-88	Avianca	B-727	Medellin/Bogota, Colombia	Cuba/Extortion
08-01-88	ACES (Colombia)	DHC-6	El Bagre/Medellin, Colombia	Remote airstrip/Robbery
09-29-88	VASP (Brazil)	B-737	Belo Horizonte/ Rio de Janeiro, Brazil	Brazilia
10-22-88	Iran Air	B-747	Tehran, Iran/Frankfurt, FRG	Unknown
12-02-88	Aeroflot	IL-76	Mineralnyye Vody, USSR	Israel
01-20-89	Aeroflot	TU-134	Arkhangelsk/ Odessa, USSR	Israel/Bucharest
01-21-89	Aeroflot	AN-24	Ivano-Frankovsk/ Kiev, USSR	Unknown
01-31-89	ACES (Colombia)	B-727	San Andreas/ Medellin, Colombia	Miami
03-29-89	Malev	TU-154	Prague, Czechoslovakia/ Frankfurt, FRG	United States
03-31-89	Aeroflot	TU-134	Astrakhan/Baku, USSR	Pakistan
04-24-89	CAAC	YUN-7	Ningbo/Xiamen, PRC	Taiwan
05-18-89	Aeroflot	IL-62	Angola/Tanzania	Unknown
05-26-89	CSA	YAK-40	Prague/ Carlsbad, Czechoslovakia	West
05-31-89	ALM Antilles	—	Miami, FL/Haiti/ Curacao	Israel

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
08-23-89	Air France	A-300 Airbus	Paris, France/ Algiers, Algeria	Tunisia
09-19-89	Air Maroc	ATR-42	Casablanca, Morocco/ El Aaiun/ Asmara, Western Sahara	Las Palmas, Canary Islands/ Mentally unstable
10-6-89	Myanmar Airways	Fokker 28	Mergui/ Rangoon, Burma	Bangkok/Political demands
12-16-89	CAAC	B-747	Beijing/Shanghai/ San Francisco/New York	Fukuoka, Japan/Political asylum
12-31-89	Saudia	B-747	Jeddah/ Riyadh, Saudi Arabia	Cyprus/Mentally unstable
01-03-90	LATN	Cessna 402	Asuncion/(unknown), Paraguay	Unknown
01-26-90	Iran Air	B-727	Shiraz/Bandar Abbas, Iran	Iraq or Israel
04-18-90	Aeroflot	TU-134	Moscow/Leningrad, USSR	Lithuania, USSR
05-29-90	Military	AN-26	Mogadishu/ Hargessa, Somalia	Djibouti
06-08-90	Aeroflot	TU-154	Minsk/Murmansk, USSR	Sweden
06-19-90	Aeroflot	TU-134	Riga/ Murmansk, USSR	Finland
06-24-90	Aeroflot	TU-134	Tallinn/ Lvov, USSR	Finland
06-28-90	Aeroflot	TU-154	Krasnodar/ Krasnoyarsk, USSR	Turkey
06-30-90	Aeroflot	TU-154	Lvov/ Leningrad, USSR	Sweden
07-04-90	Aeroflot	TU-134	Sochi/ Rostov, USSR	Turkey
07-05-90	Aeroflot	TU-154	Leningrad/ Lvov, USSR	Sweden
07-05-90	Aeroperlas	Twin Otter 300	Colon/Panama City, Panama	Colombia
07-10-90	Aeroflot	TU-154	Leningrad/ Murmansk, USSR	France
07-12-90	Aeroflot	TU-154	Leningrad/ Murmansk, USSR	Sweden

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
07-18-90	Aeroflot	TU-134	Odessa/ Sukhumi, USSR	Turkey
07-23-90	Aeroflot	TU-134	Riga/ Murmansk, USSR	Sweden
08-16-90	Ethiopian Airlines	Unknown	Unknown	Yemen
08-19-90	Aeroflot	TU-154	Neryungri/ Yakutsk, USSR	Pakistan
08-30-90	Aeroflot	AN-2	Voronezh/ (Unknown), USSR	Afghanistan
08-30-90	Aeroflot	YAK-42	Moscow/ Voronezh, USSR	Germany
09-02-90	Aeroflot	Unknown	Przhevalsk/ Frunze, USSR	South Africa
09-13-90	India Airlines	B-737	Coimbatore/ Madras, India	Sri Lanka
09-25-90	Aeroflot	Unknown	Leningrad/ Archangelsk, USSR	Sweden
10-02-90	Xiamen Airlines	B-737	Xiamen/ Guangzhou, PRC	Taiwan
10-05-90	Aeroflot	YAK-40	Novgorod/ Petroskoi, USSR	Finland
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-07-90	Aeroflot	AN-24	Perm/ Archangelsk, USSR	Sweden
11-10-90	Thai International Airways	A-320	Rangoon, Burma/ Bangkok, Thailand	India
11-12-90	Aeroflot	TU-154	Leningrad/ Lvov, USSR	Sweden
11-15-90	Aeroflot	TU-134	Leningrad/ Moscow, USSR	Finland
11-16-90	Aeroflot	TU-134	Tallinn/ Moscow, USSR	Sweden
11-29-90	Aeroflot	TU-134	Moscow/ Syktyvkar, USSR	Iraq

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
12-02-90	Aeroflot	TU-154	Murmansk/ Leningrad	USSR
12-06-90	CAAC	Unknown	Guangzhou/ Qingdao, PRC	Unknown
12-11-90	Aeroflot	YAK-40	Baku/ Tbilisi, USSR	Turkey
12-21-90	Aeroflot	TU-154	Rostov/ Nizhnevartovsk, USSR	USA
12-24-90	Aeroflot	IL-86	Moscow/ Sochi, USSR	England
12-28-90	Air Algiers	B-737	Ghardaia/ Algiers, Algeria	Unknown

Appendix C

Explosions Aboard Aircraft Chronology 1986-1990

Date	Carrier	Type	Flight Plan	Location on Aircraft	Result
04-02-86	TWA	B-727	Rome, Italy/ Athens, Greece/ Cairo, Egypt	Cabin area	Near Athens/Landed safely; 4 killed 9 injured
05-03-86	Air Lanka	L-1011	Colombo, Sri Lanka	Cargo hold	On ground at Colombo; 16 killed, 41 injured
10-26-86	Thai Airways	A-300	Bangkok, Thailand/ Mainla, Philippines/ Osaka, Japan	Rear lavatory	Landed in Osaka; 62 injured
11-29-87	Korean Air	B-707	Baghdad, Iraq/Seoul, South Korea	Cabin area	Aircraft destroyed in-flight; 115 killed
03-01-88	BOP Air	Bandeirante	Phalaborwa/ Johannesburg, South Africa	Cabin Area	Aircraft destroyed in-flight; 17 killed
12-21-88	Pan Am	B-747	London/New York	Baggage compartment	Aircraft destroyed in-flight; 259 on aircraft, 11 on ground killed
09-19-89	Union Des Transport	DC-10	Brazzaville, Congo/ N'Djamena, Chad/ Paris, France	Cargo hold	Aircraft destroyed in-flight, 171 passengers and crew killed
11-27-89	Avianca	B-727	Bogota/Cali, Colombia	Cabin area	Aircraft destroyed in flight, 107 passengers and crew killed
1990	None				

Appendix D

Significant Criminal Acts Against Civil Aviation 1990

January 3, 1990

Hijacking—Paraguayan National Air Transport Aircraft

A twin-engine Cessna 402 C belonging to the Paraguayan National Air Transport Company (Lineas Aereas de Transporte Nacional - LATN) was hijacked by five armed men and a woman. The incident occurred approximately three hours after the plane had departed the LATN facilities at the Pettirossi International Airport in Asuncion on a domestic charter flight. The hijackers were identified as Colombian and Argentine citizens. The pilot and co-pilot of the aircraft were released at a remote airstrip in Paraguay, and the plane took off again headed in a northerly direction toward Bolivia.

January 16, 1990

Hijacking—America West Airlines, Flight 727

America West Airlines Flight 727, a B-737 300, with 34 passengers and five crew members, was hijacked during a flight from Houston, Texas to Las Vegas, Nevada. The hijacker, identified as Jose Manuel Gonzalez-Gonzalez, demanded to be flown to Cuba. During the incident, he held a flight attendant hostage and claimed to have an improvised explosive device. The flight was diverted to Austin, Texas, where Gonzalez was overpowered and taken into custody by local authorities. The "bomb" was a toothpaste container attached to a flashlight. In July, Gonzalez was found guilty in U.S. District Court of air piracy and assaulting a flight attendant; in October, he was ordered to serve at least 20 years of a 24-year prison sentence and to pay nearly \$89,500 in restitution.

January 18, 1990

Hijacking—United Airlines Flight 705

A male passenger caused United Airlines Flight 705, a B-727, en route from San Francisco, California to Seattle, Washington, to divert to Vancouver, British Columbia, Canada, by threatening to detonate an explosive device. The flight had been delayed in landing at Seattle-Tacoma International Airport because of inclement weather. The passenger apparently was upset at this delay. He claimed his cellular telephone was an explosive and demanded that the plane land. The pilot diverted to Vancouver, and the passenger was arrested by the Royal Canadian Mounted Police.

January 18, 1990

Bombings—Peshawar and Islamabad International Airports

A car bomb, described by local authorities as a "time bomb," exploded in a parking lot of the Islamabad International Airport in front of the main terminal building. This occurred several hours after a low-yield explosive device detonated near the Peshawar International Airport. No one was injured in either attack. The car in which the Islamabad device was placed was destroyed and several nearby vehicles were damaged; damage was slight in the Peshawar incident. There were no claims of responsibility.

January 26, 1990

Hijacking—Iran Air

An attempt was made to hijack an Iran Air B-727 on a domestic flight from Shiraz to Bandar Abbas. Four passengers, displaying pistols and hand grenades, demanded that the flight be diverted to either Iraq or Israel; however, Iranian security forces aboard the flight killed the hijackers. No other passengers were injured, and the aircraft returned to Shiraz.

March 22, 1990

Assassination—El Dorado Airport; Bogota, Colombia

Colombian Presidential candidate Bernardo Jaramillo was assassinated in a machine gun attack at the El Dorado Airport. Jaramillo was the leader of the leftist Patriotic Union Party. The assassin was believed linked to Colombian drug traffickers.

April 2, 1990

Hijacking—American Airlines Flight 658

On April 2, a gunman seized American Airlines Flight 658 at Port-au-Prince International Airport in Haiti. At the time, the aircraft, an A-300 Airbus was being prepared for a flight to New York's JFK International Airport, and no passengers were aboard. The gunman, who was a member of the Haitian airport security contingent, demanded to be flown to the United States. The incident continued until approximately 2 A.M. on April 5, when the hijacker, after indicating a desire to negotiate, left the aircraft and disappeared into the darkness.

April 18, 1990

Hijacking—USSR

A male passenger hijacked an Aeroflot Tupolev-134 (TU-134) on a domestic flight from Moscow to Leningrad and demanded that it be flown to Kaunas, Lithuanian S.S.R. The hijacker told the crew that he had biological weapons wrapped in cellophane and that he would use them if his demands were not met. He apparently wanted to meet the President of Lithuania. The hijacker allowed the plane to land at Vilnius, Lithuania, after being told it was technically impos-

sible to land at Kaunas. Upon landing, the hijacker surrendered. He had no weapons or explosives at the time of his arrest.

April 26, 1990

Assassination—Avianca Flight 527

Colombian presidential candidate and former M-19 leader Carlos Pizarro Leongomez was shot and killed by a lone assassin aboard Avianca Flight 527. The shooting occurred shortly after the plane's departure from Bogota en route to Barranquilla. There were approximately 120 passengers aboard the flight. The gunman had smuggled his weapon, a submachine gun, onto the plane and assembled it in the lavatory. He fired 15 rounds at Pizarro before being killed by a bodyguard. There were no injuries to other passengers. An anonymous telephone caller to a Colombian radio station claimed the attack on behalf of "The Extraditables," a name used by a group of cocaine traffickers associated with the Medellin cocaine cartel, but the claim could not be verified.

April 29, 1990

Seizure of Explosives—Belfast International Airport

A teenage girl was arrested on a bus at a police roadblock outside of Belfast International Airport carrying an improvised explosive device comprised of a plastic high explosive. She was wearing a maternity smock and had the explosive and a detonator strapped to her waist. The bus was destined for the airport; however, the actual intended target is not known.

May 5, 1990

General Aviation Hijacking—Somalia to Ethiopia

An Italian-owned Rockwell Turbo-Commander aircraft was hijacked by a gunman armed with a pistol during a flight from Baardheere to Mogadishu, Somalia. The plane landed in Dolo, Ethiopia, near the Somali border. Ethiopian police arrested the hijacker and freed the pilot, who was being held hostage, the next day. The motive for this incident is unknown.

May 21, 1990

Bombing—El Al Ticket Office

An improvised explosive device detonated on a sidewalk next to the El Al Ticket Office in Istanbul, Turkey. There was minor damage to the office. Several neighboring buildings were reported to have received minor damage, and a few minor injuries were reported. An unidentified individual called Turkish newspapers and claimed the bombing on behalf of the Armed People's Unit, believed to be a sub-unit of the Turkish Revolutionary Communist Party/Unity.

May 29, 1990

General Aviation Hijacking—Somalia to Djibouti

A Somali Antonov-26 aircraft, on a domestic flight from Mogadishu to Hargessa, landed in Djibouti where two crew members, the pilot and flight engineer, requested political asylum. Both of these individuals were military officers. Approximately 14 other Somali military personnel were among the 47 passengers and five crew on the flight.

June 7, 1990

Bombing—Polish Airlines Ticket Office, Gdansk

Three homemade improvised explosive devices exploded at different locations in Gdansk, Poland, within 45 minutes. Witnesses to two of the incidents reported seeing an individual throwing glass containers of iron filings. One of the attacks was targeted against a Polish Airlines ticket office. An organization, The 13th December Resistance Group, reportedly claimed credit.

June 8, 1990

Hijacking—USSR to Sweden

An Aeroflot Tupolev-154 (TU-154) on a domestic flight from Minsk to Murmansk was hijacked to Stockholm, Sweden. The hijacker, 17-year old Dmitri Semyonov, threatened to explode a hand grenade if his demands were not met. The aircraft, with 114 passengers and 7 crew members, landed safely at Stockholm's Arlanda International Airport. Semyonov surrendered to Swedish authorities and requested political asylum. His hand grenade was determined to be a fake. On July 17, Semyonov was extradited to the USSR.

June 19, 1990

Hijacking—USSR to Finland

An Aeroflot TU-134 passenger aircraft on a domestic flight from Riga to Murmansk was hijacked to Helsinki, Finland. The 54 passengers and five crew members were unharmed during the incident. The hijacker, 20-year old Oleg Kozlov, a Soviet citizen, surrendered peacefully to Finnish authorities and requested political asylum. Although he threatened to detonate an explosive device if his demands were not met, he was found to possess neither weapons nor explosives. In July, Kozlov's request for asylum was denied, and he was extradited to the Soviet Union.

June 24, 1990

Hijacking—USSR to Finland

An Aeroflot TU-134, carrying approximately 70 passengers and six crew on a domestic flight from Tallinn to Lvov, was hijacked to Helsinki, Finland. The hijacker was identified as a 20-year old Soviet citizen, Mikhail Vorfolomeyev. He initially demanded to fly to Stockholm, Sweden, claiming to have an improvised explosive device in a briefcase, but agreed to land in Finland when told there was not

enough fuel. Upon landing at the Helsinki-Vantaa International Airport, Vorfolomeyev surrendered to Finnish authorities and requested political asylum. No weapons or explosives were found. In August, Vorfolomeyev's request for asylum was denied, and he was extradited to the USSR.

June 28, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot TU-154 passenger jet to Turkey was thwarted when the pilot landed the aircraft at Orenberg Airport in the USSR. The aircraft was on a domestic flight from Krasnodar to Krasnoyarsk with 165 passengers. The hijacker had threatened to poison all on board with chemicals he claimed to possess unless his demand to fly to Turkey was met. Upon landing, he was arrested by Soviet authorities. No chemical or biological agents were found by the authorities.

June 30, 1990

Hijacking—USSR to Sweden

An Aeroflot TU-154 with 152 passengers on a domestic flight from Lvov to Leningrad was hijacked to Arlanda International Airport in Stockholm, Sweden. The hijacker, who was identified as 19-year old Anatoly Mikhailenko, claimed to have a hand grenade. He surrendered peacefully to Swedish authorities and requested political asylum. The hand grenade he carried was found to contain no explosive material, and it was not capable of detonating. Mikhailenko's request for asylum was denied in July, and he was extradited to the Soviet Union.

June 30, 1990

Bombing—Iberian Airlines Office, Amsterdam

An improvised explosive device detonated in front of a building where an Iberia Airline Office is located. There were no injuries, but considerable damage was caused to the building, parked cars, and nearby homes. Several days later, the attack was claimed in a communique issued by the Spanish terrorist organization, Basque Fatherland and Freedom (ETA).

July 3, 1990

General Aviation Hijacking / Suicide—Brazil

A turboprop aircraft was seized at a mining area in Brazil's Para State. Two armed men held the pilot hostage for approximately 24 hours and demanded a ransom. The pilot managed to escape and, when police fired a tear gas grenade into the plane, the two men committed suicide.

July 4, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot TU-134 passenger aircraft to Turkey failed when the 30-year old Soviet female hijacker was overpowered. The plane was on a domestic flight from Sochi to Rostov-on-Don. The hijacker, who was accompanied on the flight by her 2-year old daughter, threatened to detonate an explosive device. When the flight landed at its original destination, the hijacker was overpowered and arrested by Soviet authorities. A knife and hammer reportedly were confiscated from her.

July 5, 1990

Hijacking—USSR to Sweden

An Aeroflot TU-154 with 171 passengers and seven crew members was hijacked to Sweden while on a domestic flight from Leningrad to Lvov. The hijacker was identified as Mikhail Mokretsov, a teenager, who threatened to blow up the aircraft with an explosive device he claimed was hidden in his luggage. He surrendered to Swedish authorities upon landing at Stockholm's Arlanda International Airport. No weapons were found. On September 11, Mokretsov was tried and convicted in Sweden on a hijacking charge and sentenced to four years imprisonment. He will not be extradited to the USSR.

July 5, 1990

Hijacking—Panama to Colombia

A Twin Otter 300 belonging to the Panamanian commuter airline, AeroPerlas, was hijacked on a domestic flight from Colon to Panama City. There were eight passengers and two crew members aboard the flight. Five of the passengers reportedly hijacked the aircraft and forced it to land at a remote airstrip in Colombia. The copilot and three passengers were released and the plane again took off. The pilot, who was later released in Colombia, speculated that the plane was probably hijacked by members of the Peruvian group, Shining Path, and the Colombian group, Revolutionary Armed Forces of Colombia (FARC), who needed it "for the revolution."

July 10, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot TU-154 failed when the aircraft's crew refused the hijacker's instructions to fly to France. The flight, with 143 passengers, had just departed Leningrad en route to Murmansk when a man held up two cylindrical objects claiming they were explosive devices. Rather than accede to demands to fly to Paris, the crew returned the aircraft to Leningrad where the man was arrested. No explosives were found.

July 12, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot TU-154 to Finland failed when one, and possibly two, teenaged hijackers were overpowered on board the plane. The aircraft was enroute from Leningrad to Murmansk when the incident occurred. The hijacker(s) threatened to blow up the airplane; however, no explosives were found. The flight returned to Leningrad and the hijacker(s) was arrested.

July 15, 1990

Bombing—Device Explodes at Jorge Chavez International Airport, Lima

A small dynamite charge exploded under an automobile parked in the long-term parking area in front of the main terminal at the airport. The vehicle was destroyed but there were no injuries.

July 18, 1990

Hijacking—USSR

An attempt to hijack a TU-134 to Turkey failed when the hijacker was overpowered. The aircraft, with 75 passengers, was on a domestic flight from Odessa to Sukhumi when a male passenger threatened to explode an improvised explosive device. He was overpowered, and the plane continued on to its destination where the hijacker was arrested.

July 23, 1990

Hijacking—USSR

An attempt to hijack a TU-134 to Sweden failed when the crew did not accede to the two hijackers' demands. The domestic flight was en route from Riga to Murmansk with 74 passengers when the hijackers threatened to detonate an explosive device unless the aircraft was diverted to Stockholm. The crew landed instead at Petrozavodsk, Russian S.F.S.R.

July 28, 1990

Bombing—Jorge Chavez International Airport, Lima

Unidentified masked attackers destroyed a landing beacon located in an isolated area several kilometers from the airport. Electrical equipment associated with the beacon's operation was also destroyed in the attack. A guard at the site was not injured and operations at the airport were unaffected.

August 14, 1990

Gunman at Airport—Washington, D.C.

A man armed with a .38 caliber revolver entered the Ogden Allied Services garage at Washington, D.C.'s National Airport, and held several employees at gunpoint. He was a former employee at Ogden and had voluntarily left his job. He commandeered a fuel truck and forced an Ogden employee to drive onto the air operations area

(AOA). When the employee escaped, the gunman drove the vehicle onto the AOA and fired several shots at a second Ogden fuel truck wounding two persons. The gunman abandoned his truck and attempted to commandeer an airport shuttle bus but was apprehended by police. He was in possession of 30 to 40 rounds of ammunition when he was arrested. One molotov cocktail was recovered from the abandoned fuel truck, and several others were found in the gunman's vehicle.

August 16, 1990

Hijacking—Private Panamanian Plane

Several men, described as being heavily armed, hijacked a privately-owned Beechcraft 200 which had just landed at France Field Airport in Colon, Panama. The hijackers allowed the passengers to deplane but forced the pilot to remain onboard. The plane then took off again, with only two and one-half hours of fuel, headed in a northeast direction toward Colombia.

August 16, 1990

Hijacking—Ethiopia to Yemen

An Ethiopian Airlines aircraft was hijacked to Aden Airport during a domestic flight. Two passengers aboard the plane were reportedly involved in the hijacking. Upon landing in Yemen, the hijackers were overpowered and arrested by the aircraft's security personnel, one of whom was injured.

August 19, 1990

Hijacking—USSR to Pakistan

An Aeroflot TU-154 on a domestic flight from Neryungri to Yakutsk with 85 passengers and seven crew members was hijacked over Siberia. The hijackers were a group of 15 prisoners aboard the flight. They overpowered their three guards and confiscated their weapons. The plane returned to Neryungri where six of the prisoners surrendered to authorities. The remaining hijackers were joined by two other prisoners; women and children aboard the flight were exchanged for additional weapons and bullet-proof vests. The plane was refueled at Krasnoyarsk and landed at Tashkent, where negotiations were carried on. The plane again took off and landed at Karachi, where the hijackers surrendered to Pakistani authorities and requested political asylum.

August 20, 1990

Attempted Hijacking—American Airlines Flight 701, Charleston, SC

An individual entered the terminal building at the Charleston, South Carolina, International Airport and stole a knife from the food service area. He then ran into a sterile area via an exit lane used by passengers departing the concourse toward a gate counter. At the counter, he forced the pilot of American Airlines Flight 701 to the

jetway door at knifepoint, and demanded that it be unlocked. As police were arriving, the pilot managed to escape and the gunman was disarmed and arrested.

August 30, 1990

Hijacking—USSR

An attempt to hijack an AN-2 on a domestic flight failed when the hijacker was overpowered. The hijacker had entered the cockpit wielding a knife and demanded the flight be diverted to Afghanistan. The aircraft instead landed at Livny, Russian S.F.S.R., where the hijacker was arrested.

August 30, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot Yakovlev-42 (YAK-42) failed when the crew landed the aircraft at Voronezh, Russian S.F.S.R. The aircraft was on a domestic flight from Moscow to Voronezh and was preparing to land when a passenger stopped a flight attendant and demanded to be flown to West Germany. He was arrested upon landing.

September 2, 1990

Hijacking—USSR

Two men entered the cockpit of an Aeroflot aircraft, threatened the pilots with knives and explosives, and demanded to be flown to South Africa. The aircraft was on a domestic flight from Przhevalsk to Frunze when the incident occurred. The hijackers were overpowered and arrested. One of the hijackers stabbed himself during his arrest and required hospitalization. No explosives were found.

September 13, 1990

Hijacking—India

An attempt to hijack an Indian Airlines B-737 on a domestic flight failed when the pilot refused a demand to fly to Sri Lanka. The aircraft, with more than 90 passengers aboard, was en route from Coimbatore to Madras via Bangalore when the hijacking occurred. Shortly after takeoff from Coimbatore, a passenger forced his way into the cockpit, said that he had a hand grenade, and demanded to be flown to Colombo, Sri Lanka. The plane landed at Bangalore, and the hijacker was arrested. No weapons or explosives were found.

September 25, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot passenger jet on a domestic flight from Leningrad to Arkhangelsk failed when the hijacker was arrested by authorities. The hijacker, who claimed to have an explosive device in his briefcase, demanded to be flown to Stockholm, Sweden.

The crew convinced the hijacker that the plane needed to land at Arkhangelsk for refueling. Following negotiations, the 66 passengers aboard the flight were released. The hijacker was then arrested. No explosives were found.

October 2, 1990

Hijacking/crash—People's Republic of China

A Xiamen Airline Company B-737 was hijacked in flight and crashed upon landing at Baiyun International Airport in Guangzhou, the People's Republic of China (PRC). The aircraft went out of control during landing, struck a fully loaded B-757 awaiting clearance for takeoff, and then collided with an empty B-707. An explosion and fire resulted. One hundred and twenty-eight persons were killed and approximately 53 others were injured. The hijacked aircraft was on a domestic flight from Xiamen to Guangzhou when the hijacking occurred. The hijacker, a Chinese male, reportedly demanded to be flown to Taiwan.

October 3, 1990

Explosive Device Found—ANA Flight, Okinawa

An individual, a known Okinawan gangster who was arrested at the Naha, Okinawa, airport, attempted to place a home-made improvised explosive device (IED) on board an All Nippon Airways flight from Naha, Okinawa, to Tokyo, Japan. The IED was in a wooden box and reportedly consisted of several hundred grams of highly explosive trinitrotoluene (TNT). Several dozen small steel balls were packed in the device to act as shrapnel when the IED exploded. The device was discovered when the gangster was arrested at the airport on an unrelated charge. This incident is thought to have been related to gang violence.

October 5, 1990

Hijacking—USSR to Finland

An Aeroflot YAK-40 aircraft with 25 passengers and three crew members, was hijacked to Helsinki, Finland. The aircraft was on a domestic flight from Novgorod to Petrozavodsk and landed at Helsinki-Vantaa International Airport. The hijacker was identified as 41-year old Nikolai Selivanov, who threatened to detonate an improvised explosive device if his demands were not met. Upon landing, he surrendered to authorities and requested political asylum. His request was refused and on December 5 he was extradited to the USSR.

October 5, 1990

Two hijackings—Venezuela to Colombia

Two Cessna 210s belonging to Aerotaxi Airlines were hijacked during domestic flights. Both planes departed the airport at San Fernando de Atabapo, near the Colombian border, approximately one hour apart en route to Puerto Ayacucho. Both aircraft were

instead forced to land at locations in eastern Colombia, where the pilots and passengers were abandoned. The planes then took off again.

October 7, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot Antonov-24 aircraft to Sweden failed when the crew and passengers overpowered the hijacker. The plane was on a domestic flight from the city of Perm to Arkhangelsk when the hijacker threatened to detonate an explosive device unless the aircraft was diverted to Stockholm. The hijacker was arrested when the plane landed in Kotlas, Russian S.F.S.R. No explosives were found.

November 10, 1990

Hijacking—Thailand to India

Two Burmese students hijacked a Thai International Airways Airbus A-320 to Calcutta, India, by threatening to detonate an improvised explosive device. The aircraft, with 205 passengers and 16 crew members, was en route to Rangoon, Burma from Bangkok, Thailand, when the hijacking occurred. Upon landing, the hijackers peacefully surrendered after freeing all other passengers and crew. No explosives were found. The hijacking was committed for political reasons, as the students wanted to draw international attention to the military rule in their country.

November 12, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot TU-154 to Stockholm, Sweden, failed when the crew persuaded the hijacker to allow a stopover landing in Minsk, Byelorussian S.S.R. The aircraft was on a domestic flight from Leningrad to Lvov when a male passenger indicated that he would detonate an explosive device unless the aircraft was diverted to Stockholm. When the aircraft landed in Minsk, the passenger was arrested.

November 15, 1990

Hijacking—USSR to Finland

An Aeroflot TU-134 with approximately 66 passengers and six crew members was hijacked to Helsinki, Finland. The aircraft was on a domestic flight from Leningrad to Moscow. The hijacker threatened to detonate an improvised explosive device containing plastic explosives. He peacefully surrendered to Finnish authorities shortly after the plane landed at the Helsinki-Vantaa International Airport. No explosives or weapons were found.

November 16, 1990**Hijacking—USSR**

An attempt to hijack an Aeroflot domestic flight to Sweden failed when the aircraft landed in Tallinn, Estonian S.S.R. The TU-134 with 64 passengers was on a flight between Tallinn and Moscow when a lone hijacker attempted to commandeer the plane. Upon landing, he was arrested by Soviet authorities.

November 29, 1990**Hijacking—USSR**

An attempt to hijack an Aeroflot TU-134 to Iraq failed when the crew continued on course and landed at Syktyvkar, Russian S.F.S.R. The plane was en route from Moscow when a 62-year old invalid pensioner passed a note to a stewardess demanding that the plane change course. After receiving assurances from security personnel that all luggage had been thoroughly screened, the crew continued to Syktyvkar, where the hijacker was arrested. No explosives were found.

November 29, 1990**IED Found at Airport—Warsaw, Poland**

An airport janitor found a package containing an improvised explosive device on the roof of a preboarding lounge at the Warsaw Airport. He moved the device to a waste container near the Polish Air facility and called the bomb squad. The device, which consisted of 1.5 kilos of dynamite and a timing device, was defused. There was no claim of responsibility.

December 2, 1990**Hijacking—USSR**

An attempt to hijack an Aeroflot TU-154 to Sweden failed when the pilot refused to accede to the demands of the hijacker. The aircraft, with 120 passengers and seven crew members, was on a domestic flight from Murmansk to Leningrad. When the plane landed in Leningrad, the hijacker was arrested.

December 6, 1990**Hijacking—People's Republic of China**

An attempted hijacking reportedly occurred aboard a Chinese airliner as it was taxiing for takeoff from Guangzhou's Baiyun Airport to Qingdao. The hijacker was subdued by the aircraft's crew.

December 11, 1990**Hijacking—USSR**

An attempt to hijack an Aeroflot YAK-40 airliner to Turkey failed when the aircraft landed at Tbilisi, Georgian S.S.R., ostensibly for refueling. The plane was on a domestic flight from Baku to Tbilisi. The hijacker threatened to detonate an explosive device if his

demand was not met. He was arrested upon landing; no explosives were found.

December 15, 1990

Attack at Airport—Colombia

The Colombian guerrilla group, FARC, attacked the Villagarzon Airport in Mocoa, located in the southwest region of Putumayo. This attack was part of several incidents of violence that occurred in Colombia on the same day. FARC guerrillas destroyed a 19-seat airliner that had just landed on a flight from Bogota by setting it on fire. The aircraft was owned by the private Colombian airline, Aires Airline. There were no injuries.

December 21, 1990

Hijacking—USSR

An attempt to hijack an Aeroflot TU-154 failed when the hijacker was arrested by Soviet security officials. The aircraft, on a domestic flight from Rostov to Nizhnevartovsk, was in Volgograd for a stopover when the incident occurred. Just before takeoff from Volgograd, a female passenger demanded that either the plane change course for any city in the United States or an explosive device would detonate. She was arrested by Soviet authorities. An investigation determined that the female was a stowaway on the flight.

December 24, 1990

Hijacking—USSR

A hijack attempt aboard an Ilyushin-86 on a domestic flight with 351 passengers failed when the hijacker was arrested. The aircraft was en route from Moscow to Sochi when a passenger demanded that the plane refuel at Sochi and fly to London, England. Upon landing at Sochi, the hijacker was seized by a Soviet commando team.

December 28, 1990

Hijacking—Air Algeria

Air Algeria Flight 6201 was hijacked during a domestic flight from Ghardala to Algiers. The aircraft landed at Mellah International Airport in Annaba, Algiers, where the two hijackers demanded that the plane be refueled. There were 82 passengers aboard the flight but none were Americans. By December 30, all passengers had been released unharmed and the hijackers had surrendered to Algerian authorities.